

REMARKS

In response to the objections to the specification and claims contained in paragraphs 2 and 3 of the Office Action, Applicants have submitted herewith a substitute specification, placing the specification in a format which is proper for U.S. practice. In the substitute specification, Claims 1 through 12 have been deleted. By the foregoing amendment, new Claims 13 through 19 have been submitted. Accordingly, Applicants respectfully submit that the specification and claims now satisfy the requirements of 37 C.F.R. §§1.52(b)(3) and 1.71(f), as well as MPEP 608.

Claims 4, 6, 7 and 10 have been objected to, and Claims 1-12 rejected under 35 U.S.C. §112, second paragraph, based on certain formal issues noted by the Examiner in paragraphs 4 and 6 of the Office Action. However, Applicants respectfully submit that these grounds of objection and rejection are rendered moot by the cancellation of Claims 1 through 12, as noted previously. Accordingly, reconsideration and withdrawal of these grounds of objection and rejection are respectfully requested.

Claims 1 through 12 have been rejected under 35 U.S.C. §102(e) as anticipated by Carroll et al (U.S. Patent No. 6,859,699) or alternatively, as anticipated by Mizuishi (Published U.S. Patent Application No. 2003/0163248) or by Ukai et al (U.S. Patent No. 6,823,258). As noted above, Claims 1 through 12 have now been cancelled. Applicants respectfully submit that new Claims 13 through 19 distinguish over the cited references, for the reasons set forth hereinafter.

The present invention is directed to a vehicle information collection system of the type in which a vehicle mounted information collection unit collects and transmits vehicle information to an information center, which in turn provides a service based upon the information thus provided. According to the invention as defined in new Claims 13-19, the vehicle information collecting system includes the following features:

1. Information to be transmitted to an information center or a service provide comprises vehicle information relating to a condition of the vehicle, which is collected by the vehicle mounted unit;
2. A vehicle information specification is sent to the vehicle mounted unit from the information center, in response to a service requested by the vehicle mounted unit;
3. The vehicle mounted unit specifies or selects a condition for collecting vehicle information, including the users' intent regarding transmission of items of vehicle information, as set forth in the vehicle information specification; and
4. The vehicle information that coincides with the specified or selected collecting condition is collected and transmitted to the information center.

Accordingly, with a vehicle information collection system having the above features, an operator is able to specify or select vehicle information items that are to be

collected and transmitted, from among the vehicle information specification provided by the information center. In this manner, a mutual, or in a sense interactive, agreement can be attained regarding the content of the vehicle information that is to be collected and provided to the information center. As noted in the specification at page 8, the invention thus allows drivers to mask their vehicle information by specifying conditions on which the specification information is to be provided. This in turn helps to overcome the psychological resistance posed by the fact that the driver may not want certain information to be viewed by others, which would result from sending it to the information center. The invention therefore has the advantage of providing privacy to the user.

None of the cited references discloses or teaches a system having the above-identified features. Carroll et al in particular discloses a network-based method and system for collecting and distributing information. As discussed in Column 5, at lines 37-52, in Carroll et al, a user 110 connects to the remote service provider 150 through an operation input device, to retrieve the most updated alignment specification and algorithm for converting raw signals. The service provider retrieves desired service data and transmits the desired service data to the user, who downloads it and submits user information for the service provider to verify the user identity.

Carroll et al thus relates to an information retrieval system. There is no disclosure that vehicle information collected by sensors based on the specification received from an information center are transmitted to the information center, and

in particular, there is no disclosure that a collecting condition for the vehicle information is selected.

Mizuishi, on the other hand, discloses an information system in which it is first judged that a user has an intention to transmit the user ID information when collecting vehicle information. The user cannot specify a collecting condition for the vehicle information and a condition of the transmission of the vehicle information, as provided by the present invention (as discussed above).

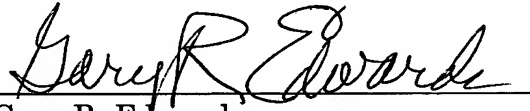
Finally, Ukai et al discloses a method for collecting and processing information from a vehicle, in which a part of the vehicle information collected by sensors is transmitted to an information center as rough information through a satellite, and the other part of the vehicle information is transmitted to the center through other communication means, as detailed information. Nothing in Ukai et al, however, teaches or suggests a system in which the user can specify a collection condition or conditions of the vehicle information and a condition for transmission of the vehicle information, as noted previously, and as recited in the claims of the present application. Accordingly, Applicants respectfully submit that Claims 13 through 19 distinguish over Carroll et al, Mizuishi, and Ukai et al.

In light of the foregoing remarks, this application should be in condition for allowance, and early passage of this case to issue is respectfully requested. If there

are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #056208.52792US).

Respectfully submitted,

A handwritten signature in cursive script, reading "Gary R. Edwards", written over a horizontal line.

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